

An aerial photograph of a residential and undeveloped area, overlaid with a semi-transparent blue filter. The image shows a mix of houses, trees, and open land. A white rectangular box is centered on the image, containing the title and subtitle. The text is white and black, providing high contrast against the blue background.

# Millars Landing (North) LOCAL STRUCTURE PLAN

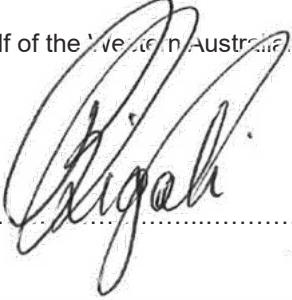
Part One | Implementation Section

This structure plan is prepared under the provisions of City of Rockingham Town Planning Scheme No. 2.

IT IS CERTIFIED THAT THIS STRUCTURE PLAN WAS APPROVED BY RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON:

15-Mar-2022 ..... Date

Signed for and on behalf of the Western Australian Planning Commission:



an officer of the Commission duly authorised by the Commission pursuant to Section 16 of the Planning and Development Act 2005 for that purpose, in the presence of:

 ..... Witness

15-Mar-2022 ..... Date

15-Mar-2032 ..... Date of Expiry



Table of Amendments

Amendment No.	Description of Amendment	Amendment Type	Date approved by WAPC

Table of Density Plans

Density Plan No.	Area of Density Plan (e.g. stage number/s)	Date approved by WAPC

Title: Millars Landing (North) | Local Structure Plan  
Part One | Implementation Section

Prepared for: Cedar Woods Properties

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Prepared by: CLE Town Planning + Design

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Taktics4 - Retail  
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## PLANS

Plan A: Millars Landing (North) Local Structure Plan

## EXECUTIVE SUMMARY

This structure plan has been prepared for Cedar Woods Properties to facilitate the second phase of their Millars Landing estate, which is underway in North Baldivis. The parent lots have frontage to Baldivis Road and cover approximately 55 hectares, 45 hectares of which is zoned Urban and proposed for development.

The Baldivis Tramway reserve bisects the site and is a focal point for the structure plan. It contains Resource Enhancement Wetlands that, like the rest of the site, are in a degraded state after decades of livestock grazing. Urbanisation presents an opportunity for the Tramway to be rehabilitated in accordance with the Master Plan adopted by the City of Rockingham, delivering an outstanding conservation and recreation precinct for the community.

The structure plan proposes a range of residential densities supporting approximately 650 dwellings, a Local Centre supporting up to 2500sqm of floorspace, an extensive network of public open space linking into the Tramway and a playing field. The community will benefit from proximity to the primary school planned for Pug Road in the approved North-East Baldivis Structure Plan, and the Local Centre and Tramway provide the focal point for a key point of difference in the context of Baldivis, being an Urban Village comprising densities of R60 and R80.

Preparation of this structure plan has demanded a detailed and sophisticated design response to a wide variety of site factors, including the Tramway, the low-lying nature of the site, limited opportunities for off-site drainage, interfaces to transport corridors, opportunities for conservation and revegetation and bushfire hazard management. Balancing and resolving these opportunities and constraints has been assisted by extensive and productive pre-lodgement discussions with the City of Rockingham.

A breakdown of the land uses proposed in this structure plan is provided in the Summary Table below.



Summary Table

Item	Data	Structure Plan Reference
Structure Plan area (gross Urban-zoned, ha)	44.25	Part 1, s.1 Structure Plan map
Residential area (Net Developable Area for CLE Ref. 3043-91D-01, ha)	23.66	Part 2, s.3.1 (Figure 9)
Commercial area (gross, ha)	0.76	Structure Plan map
Estimated lot yield	650	Part 2, s.3.2
Estimated dwelling density	14.5 dwellings per gross Urban-zoned ha 28 dwellings per ha of Net Developable Area	Part 2, s.3.2
Estimated population	1750	Part 2, s. 3.2
No. of secondary schools	0	Part 2, s.3.7
No. of primary schools	0	Part 2, s.3.7
Estimated commercial floorspace (net lettable, ha)	0.25	Part 2, s.3.8
Public open space (ha)	Gross: 6.35 Creditable: 5.69	Part 2, s.3.4

## 1.0 STRUCTURE PLAN AREA

This structure plan applies to the land within the inner edge of the line identified as the 'Structure Plan Boundary' on Plan A: Millars Landing (North) Local Structure Plan.

## 2.0 STRUCTURE PLAN CONTENT

This structure plan consists of:

- Part One – Implementation Section (this section);
- Part Two – Explanatory Report (report reference 3043Rep50);
- Appendices – Technical reports supporting the structure plan.

Part One of the Local Structure Plan comprises the structure plan map and planning provisions. Part Two and all Appendices are a reference provided to guide the interpretation and implementation of Part One.

## 3.0 STRUCTURE PLAN OPERATION

This structure plan is prepared in accordance with Part 4 of Schedule 2 (Deemed Provisions) in the *Planning and Development (Local Planning Schemes) Regulations 2015* ('the Regulations'). It is a Local Structure Plan fulfilling the requirements of City of Rockingham Town Planning Scheme No. 2 for the applicable 'Development' zone.

The Regulations require decision-makers to have due regard for the provisions of this structure plan, which takes effect on the date on which it is approved by the Western Australian Planning Commission ('WAPC').

Unless otherwise specified in this Part, all words and expressions used in this structure plan have the same meaning as the same words and expressions in the Regulations and City of Rockingham Town Planning Scheme No. 2 (as amended).

## 4.0 STAGING

Subdivision and development of land within the structure plan area will be staged in an orderly fashion in response to service availability and market preferences.

It is currently anticipated that development will commence in the south-western corner of the structure plan area to enable construction of the Pug Road entrance from Baldivis Road and enable early activation of the Local Centre through provision of, potentially, a pop-up café adjacent to or within the initial sales office and/or display home centre.

## 5.0 LAND USE AND SUBDIVISION

### 5.1 Zones and Reserves

Subdivision and development of land within the structure plan area shall be generally in accordance with the structure plan and the corresponding zone or reserve under City of Rockingham Town Planning Scheme No. 2.

### 5.2 Residential-zoned land

#### 5.2.1 Dwelling Target

It is the objective of this structure plan to provide approximately 14 dwellings per gross Urban-zoned hectare (equivalent to approximately 650 dwellings).

#### 5.2.2 Residential Densities

The residential density ranges applicable to the structure plan area are shown in Plan A.

This structure plan uses density code ranges of R25-40 and R60-80. Specific residential density codes will be applied at the subdivision stage through an R-Code Plan assessed and approved by the WAPC. The R-Code Plan:

- a. Is required to be submitted with each subdivision application/s, and shall be consistent with the density ranges and locational criteria in this structure plan.
- b. Is to include a summary of the proposed lot yield of the subdivision application to which it relates.
- c. Forms part of this structure plan once it has been approved by the WAPC (as part of its determination of the subdivision application).
- d. May be varied subject to the further approval of the WAPC. A varied R-Code Plan will replace (entirely or partially) the previously-approved R-Code Plan.
- e. May not be required if the WAPC considers that the subdivision application is for one or more of the following:
  - (i) Amalgamation of lots, including for land assembly;
  - (ii) Provision of access, services or infrastructure;
  - (iii) Non-residential use, with reference to the zone or reserve indicated on this structure plan; or
  - (iv) In accordance with an already-approved R-Code Plan.

### 5.2.3 Locational Criteria

On the land coded R25-40, the allocation of residential densities shall be in accordance with the following criteria:

- a. A base residential density coding of R25.
- b. An R30 coding for lots that are:
  - (i) Adjacent to POS and/or the Baldivis Tramway reserve;
  - (ii) Have primary frontage to a Neighbourhood Connector road; or
  - (iii) Located at the end of a street block.
- c. An R40 coding for lots that meet any of the criteria specified in 4.2.3(b) above, and are serviced via a rear laneway.

### 5.2.4 Built Form

- a. The R-Codes variations specified in Planning Bulletin 112: *Medium-density single house development standards – Development Zones* are applicable to all densities between R25 and R60, inclusive.
- b. Dwellings within the 'Urban Village' are generally to comprise two storeys.
- c. For front-loaded lots within the Urban Village:
  - (i) Garages shall be paired in order to facilitate shared crossovers;
  - (ii) No more than four lots with a frontage of 7.5 metres or less shall be provided in a row. At least one lot with a frontage of more than 7.5 metres shall be provided between each group of lots with a frontage of 7.5 metres or less.

## 5.3 Local Centre

- a. A Local Centre comprising up to 1000 square metres of Net Lettable Area is permitted within the 'Commercial' zone shown on Plan A, north-east of the intersection of Baldivis Road and Pug Road.
- b. The design of the Local Centre is to be prepared in conjunction with a design for the land zoned 'Commercial' on the south side of Pug Road, as shown in the North-East Baldivis Structure Plan, and:
  - (i) Should provide a 'main street' treatment for Pug Road, as described in *Liveable Neighbourhoods*;
  - (ii) Should address and facilitate passive surveillance of both Pug Road and the Baldivis Tramway reserve, and support the pedestrian-friendly nature of both;

- (iii) May incorporate a carpark that obtains direct access from Baldvis Road, at a location to be agreed with the City of Rockingham, to facilitate a pedestrian-friendly environment for Pug Road;
- (iv) Should not be accessible to vehicles direct from the abutting Residential-zoned land. Pedestrian and bicycle access from the Residential-zoned land is encouraged.

#### 5.4 Movement Network

- a. The road hierarchy is to be generally in accordance with that shown on Plan A and *Liveable Neighbourhoods*.
- b. Access Streets within the Urban Village will be designed to incorporate additional landscaping relative to the standard generally expected of Access Streets, delivering a leafy, pedestrian-friendly environment.
- c. At the subdivision stage, the WAPC may impose a condition/s of approval relating to the upgrading of abutting sections of Baldvis Road and Telephone Lane to an urban standard that is commensurate with the traffic volumes generated within the structure plan area. Upgrades may occur on a staged basis depending on the extent of the subdivision proposal. Upgrades that are required only for the purpose of accommodating regional traffic, particularly on Baldvis Road, shall not be the responsibility of developer/s within the structure plan area.

#### 5.5 Public Open Space

A minimum of 10 per cent of the gross subdivisible area, less deductions permitted under the *Liveable Neighbourhoods* policy, is to be provided as public open space. This should be provided generally in accordance with Plan A and Table 4 in Part 2 of this report.

#### 5.6 Interface with the Baldvis Tramway

The interface with the Baldvis Tramway reserve is to be landscaped and managed in accordance with the principles set out in the Environmental Assessment and Management Strategy and Landscape Master Plan appearing as Appendices to this structure plan.

## 6.0 LOCAL DEVELOPMENT PLANS

At the subdivision stage, the WAPC may impose a condition/s of approval requiring Local Development Plan/s to be prepared, in accordance with Part 6 of the Regulations, for lots that:

- a. Are rear-loaded (are accessed from a laneway);
- b. Abut public open space;
- c. Are within the 'Urban Village' shown on Plan A;
- d. Are within the 'Commercial' zone;
- e. Are affected by road or rail transport noise and require implementation of noise mitigation measures at the development stage.

The format and content of the Local Development Plans prepared pursuant to this section shall be in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* and the associated *Local Development Plan Framework*, and the objectives of Part 2 of this report for the relevant zone.

## 7.0 OTHER REQUIREMENTS

### 7.1 Notifications on Title

The City of Rockingham may recommend to the WAPC that a condition of subdivision approval be imposed requiring the inclusion of a Notification on the Certificate of Title for any lots affected by any of the following factors:

- a. Transport noise associated with any road or railway, with reference to the Transport Noise Assessment forming part of this structure plan and any subsequent report;
- b. A Bushfire Attack Level rating, with reference to the Bushfire Management Plan forming part of this structure plan and any subsequent report.

### 7.2 Additional Reporting

At the subdivision stage, as relevant, the WAPC may require the preparation and lodgement of the following documents, either with the application or pursuant to a condition of approval:

- a. Bushfire Management Plan (BAL Contour Plan).
- b. Urban Water Management Plan.
- c. Wetland Management Plan detailing:
  - Rehabilitation measures;
  - Weed control; and
  - Ongoing wetland management actions.

- d. Fauna Management Plan, identifying:
  - The risk to vertebrate fauna species from the proposed residential development; and
  - Management strategies to minimise, mitigate and manage the risk to vertebrate fauna from the proposed residential development during the bulk earthworks phase.
- e. Fauna Relocation Management Plan, addressing:
  - A trapping program for reptiles, amphibians and mammals from the surface water bodies across the site; and
  - Capture and relocation measures for frogs, tadpoles, free swimming turtles and nesting turtles and snakes.
- f. Mosquito Management Plan.
- g. Updated Transport Noise Assessment showing lots affected by transport noise and requiring a notification on title and/or implementation of quiet house design standards.
- h. Landscape Design Plan for Baldivis Tramway Reserve consistent with the Baldivis Tramway Master Plan.
- i. Landscape/POS Management Plans
- j. Preliminary Site Investigation to assess potential and actual contamination of the site.

### 7.3 Development Contributions

The structure plan area is within Developer Contribution Area 2 under the City of Rockingham Local Planning Scheme No. 2 (Schedule 12). Contributions will be made by the developer in accordance with the associated Development Contribution Plan pursuant to a condition of subdivision approval at such time that lots are created.

### 7.4 Bushfire Hazard Management

The landowner/developer is to ensure compliance with State Planning Policy 3.7: Planning in Bushfire-Prone Areas and the associated Guidelines for Planning in Bushfire-Prone Areas for each stage of subdivision.

### 7.5 Tree Retention

Proponents of subdivision and development within the structure plan area should have regard to the Tree Retention Plan included as Figure 19 of Part 2 of this structure plan. Where there is a discrepancy between the Tree Retention Plan and the Landscape Master Plan, the Tree Retention Plan shall prevail.

Local road network and public open space is indicative only and subject to change and refinement at subdivision stage.







**LEGEND**







**LOCAL RESERVES**

-  Public Open Space / Drainage
-  Utilities / Infrastructure  
WSD Water Corporation
-  Resource Enhancement Wetland

**ZONES**

-  Residential (R25-40)
-  Residential (R60-80)
-  Urban Deferred
-  Commercial (R60-80)

**OTHER**

-  Structure Plan Boundary
-  District Distributor A
-  Neighbourhood Connector A
-  Neighbourhood Connector B
-  Tramway Reserve
-  30m Buffer